

Hitting on Twelve

by C. E. T. Scharps

ANNOUNCEMENT by the fuel administration of the shortage of gasoline points the way to gasoline cards for motorists, if not a lay-off of automobiles for more days than just Sundays. Perhaps, in order to built up a supply of fuel in a hurry, the fuel administration will suggest or request that motorists do not run their cars, for the time being only, on certain specified days. And then, after an amount of fuel has been saved, the gasoline card system may be put into effect. By it the automobile user will not be prevented from running his car on any one day. He will be able to run it just as often as he can and still keep within his weekly ration of fuel.

This plan will take care of the man who has time on Sunday only to take the recreation that his weekday work entitles him to. It will still be up to the average citizen not to run his car at any time when it is not essential. He must not waste fuel in using his car when such use is not necessary.

There is room right now for gasoline saving in the cutting out of shopping trips and of night joy rides. Every automobilist can decide for himself just how close his intended use of his car comes to being a trip that could as well be not made. There are too many folks who go out in their cars just to take a ride, particularly at night. If they curbed the impulse to go out much fuel would be saved.

Incidentally, it is interesting to study the situation that has arisen here. When they cited the example of Great Britain, we all objected that the situations were in nowise parallel. We said our automobile factories, used to quantity production, could turn out war work up to the needs of the government and still have lots of space and labor for munitions. British factories, we said knowingly, had to quit making motor cars because they didn't build in quantity and therefore had capacity for only one thing at a time. We have found out that materials cut some figure in munitions making, and even our biggest factories are giving up "for the duration" passenger car building on any considerable schedule of production.

When gasoline was talked, we said in an informal way that gasoline cards were O. K. for countries that had to import gasoline, but as for us, we veritably "grew" the stuff and so there just couldn't be a shortage big enough to affect automobiles. Here we've had two gasless Sundays and the Fuel Administrator is out to say we're running short every day and have only thirty days' supply in sight.

We thought we knew something when we touched pen to paper to expound those theories. But it is clear we didn't realize that you can't win a war without inconveniencing yourself. So all the things that affect motorists in England tend to have their duplicates in the United States as well. And what has happened in Great Britain decidedly does mean something to the automobile and its people.

Taking one thing with another, it is easy to be a little downcast about the future of automobile using in this country as long as the war lasts. The pronouncement by the labor administration that private chauffeurs should seek essential work is disturbing news to many owners. Couple that with a gasoline shortage of greater dimensions than we had ever figured on—we didn't take into account the amount that would be used by government trucks, passenger cars and aircraft, and the enormous inroads these would make into the available stock—and the outlook isn't so bright. But, heigh ho! the war must come to an end some day and then we can polish up the old flivver and get going again.

Fixing Prices for Gasoline

SOME persons affect to see a great inconsistency in announcing a gasoline shortage with one hand, so to say, and with the other to forecast a low fixed price for the fuel. Why not? Weren't prices for wheat fixed when we were all being urged to save the grain? It will do no harm to have a fixed price for the stuff, if only to prove out loud what a great many motorists have uttered privately, that the ordinary laws of supply and demand have little or no bearing on the prices charged in peace times for gasoline. Anyway, the government is going to be, as long as the war lasts, the biggest customer the gasoline people have, so, again, why should not the charge for fuel be set at a reasonable level? No reason in the world.

War Work 100 Per Cent

NOT only has the war come close to the whole automobile industry, but it is going to have to do with the man who keeps and upkeeps his car. We hear daily of factory after factory which is going or has gone to 100 per cent war work, which means a practical abandonment of passenger car making. Some factories will build cars only if they are held up for one reason or another on their war work, and will divert labor to that end only if the labor, by reason of shortage of materials, may be released for the moment for passenger car construction.

But what about parts for the cars that are out? Those who have made up their minds to keep the old car going will unquestionably need replacements. Even now some dealers are out of certain parts for their cars without the prospect of being able to stock up. The other day we were told by one dealer that owners of several makes of cars other than the one he sells come to his service station to see if they can get gears, etc., "anything like this one." The appointed dealers in these cars didn't have the parts to give them.

To-day, for instance, fenders for any number of makes are nearly impossible to get and stock rooms are bare of them. There'll be many a car with dented fenders going around "for the duration." All of which does not tend to make the dealer's lot any happier.

Getting Square With the Horse

NOW, at last, autoists may use the Harlem River Speedway, which was built for and dedicated to the privately owned light-harness horse. It was time, too, because for years there have been mighty few horses to use it. The Speedway represented a big outlay in money for the benefit of very few persons. There are vastly more motorists than horse drivers, and if the greatest good of the greatest number is to be the prevailing rule, the case needs no further argument. It would be more pertinent, in these motorized days, to have a municipally owned speedway for motor cars. But a great many persons would, with every appearance of reason, object to any such use of the city's funds. They ought, then, to be nearly as much opposed to the continued maintenance for the exclusive use of a tiny body of horsemen of a speedway which, open to motor cars, affords a ready north and south channel for traffic and at the same time offers a drive of scenic beauty unlike anything else in the city, save Riverside Drive.

Protests Against Tax On Horsepower Basis As Unqual

To the Automobile Editor of The Tribune.

Sir: Permit me to call attention to the absurdity, inequality and injustice of Section 1006 of the proposed revenue bill regarding the user's tax on automobiles. The government proposes, for purposes of taxation, to place on a parity the following named automobiles, without regard to size, price or previous condition of servitude. The list is selected, as illustrative of the workings of the act, from the official one printed in the issue of "Motor" for January, 1918, since which time prices have advanced greatly.

In the same category would be placed the Marmon limousine, now selling for more than \$5,000. The Franklin, Series 8, which cost \$1,975 in 1916, would also pay \$30, and the same is true of the second-hand Oldsmobile which I sold two years ago for \$200.

If my neighbor's Stevens-Duryea of the vintage of 1912 is still in commission and I do not doubt it—its owner would have to pay the same as the proud possessor of the most expensive car on the market, say \$10,000. At the same time a Mercer of 1918, costing

upward of \$4,000, would be assessed at \$10.

Surely a more equitable basis can be found than the arbitrary one of so-called horsepower, and for the old and new alike.

Also, how about an owner's car when his car is not in use? The operation of the new draft laws will result in putting cars out of commission for "the duration," and there will be other causes which will bring about the same result.

Obviously, it would be impossible to reconcile the proposed taxation with the simplest elements of fairness and justice. Very respectfully,

J. H. NETTLETON.

Think Fast and Work

Faster, Is Transport Idea

Harold W. Slauson, motor editor of "Leslie's," heard recently from a brother who is in a motor transport company in France, the letter giving a story of rapid work under fire that makes him think of the transport idea.

He says that a transport man has to think and work. Getting a lot of soldiers up to the front in a hurry on an important move in a motor truck, a broken screwdriver, a broken radiator, the automobile out of business for the moment.

The transport motto is "Be There on Time," so the sergeant in charge of the company got on the job at once. From somewhere he rustled up a tin can. He melted the solder out of this and caught it in a receptacle. Using a broken screwdriver for a soldering iron, he patched up the radiator and the truck sped on its way.

So good was the temporary repair that the truck not only got to the front in good season, but was able to be run back to the repair base under its own power.

It is not necessary to sound the alarm unless it is apparent that the other driver does not see you or is keeping to the crown of the road, expecting you to do all the turning out.

It Needs Only a Few Trifles to Make It Complete

HELLO—I JUST BOUGHT A FORD HARRY—THEY'RE A GREAT RIG FOR THE MONEY—GOT EVERYTHING A HIGH PRICED CAR HAS—ETC—

THE "FORDOWNER" ENJOYS LESS SEE WHAT IT SAYS ABOUT FORDS—

STOPS FORD CHATTERING—LINE YOUR BRAKES WITH CORK INSERT—NO GRABBING, JERKS AND VIBRATION—ETC—

"DON'T WASTE GAS"—BOOGERMAN MANIFOLD FOR FORDS ELIMINATES CONDENSING OF GAS AND INEFFICIENT MIXTURE—AS IN ORDINARY FORD MANIFOLD—ETC—

WHODIS SHOCK ABSORBERS PREVENT YOUR FORD FROM SHAKING APART ON THE ROAD—WITHOUT THEM YOUR CAR WILL RATTLE TO PIECES—ETC—

SAVE, BROKEN ARMS AND BACKS—BY ATTACHING OUR LITTLE OIL SILLY—SELF STARTER—NO MORE CRANKING AND BACK FIRING—ETC—

PURPLE PISTON RINGS FOR FORDS—PREVENT OIL FROM CARBONIZING CYLINDER HEADS—VALVES PLUGS—CARBURETOR—ETC—

—DANGER—ATTACH OUR ANTI-RATTLES—WHICH HOLD AXLES TO THE FRAME IF SPRINGS BREAK—SAVING LIVES EVERY DAY—

—SAVE YOUR ENGINE—OUR FUSSEY FAN BELTS KEEP FAN RUNNING WITH OUT SLIPPING—COOL ENGINE AT HIGH SPEEDS—

HELLO—HELLO—IS THIS THE FORD AGENCY—? SAY—IS IT TRUE ABOUT WHAT THE ADS SAY YOU OUGHT TO HELLO—HELLO—SAY IS IT HELLO—ETC—

Motor Trade Goes to Work on Drive for 4th Liberty Loan

Plans already formulated indicate that the Automobile Liberty Loan Committee of the Rainbow Division is going to do its utmost to make the next Liberty Loan drive go "over the top." The committee met at the Automobile Club of America last week and outlined a general plan of action. Each day of the campaign, which begins on September 28, will be replete with features in which the various automobile dealers along Automobile Row will take a very active part.

In attendance at the meeting were Charles M. Brown, chairman of the committee and president of the Automobile Dealers' Association; Charles E. Miller, vice-chairman; Charles A. Stewart, secretary of the Dealers' Association; Elmer Thompson, secretary of the Automobile Club of America; Mr. Holden, of the National City Bank, the committee's financial director; E. S. Partridge, director of entertainment; Carl H. Page, director of sales; Augustus Post, representing President Alan R. Hawley of the Aero Club; E. F. Korbel, publicity manager; John C. Wetmore, director of drivers; and E. M. Ower, A. G. Southworth, William Allen and Walter A. Woods, who are on the Automobile Liberty Loan Committee.

The campaign will start on September 28 with a big automobile night at the Automobile Club of America. It is planned to make this a memorable night in the history of automobile row, and features of unusual interest, such as motion pictures taken at the front depicting the activity of aircraft and motors, will be shown, while interesting speakers and entertainers will be held up on the program. October 1 will be known as Motor Club Night, when a smoker and dinner will be held at the Automobile Club of America. President Postern of the Motor Club is planning some unusual features for this affair.

Headquarters have been established at the offices of the Automobile Dealers' Association, Hotel Woodmont, Fifty-fifth Street and Broadway, where Secretary Stewart will furnish dealers with necessary data to help in the drive.

Don't Go Out on Your Trip in Unprepared State

"Would a man start on a long walking trip without carrying with him an empty first-aid box?" asks W. A. Calkins, manager of the New York Tire Supply Co., Inc., distributors of United States tires of motorists start on a long trip without carrying empty tins at the back of their cars.

As do other people who are unprepared, the tire man says, a man who starts on a long trip without carrying with him an empty first-aid box is in a very unprepared state. Suppose he gets a puncture and, having no extra tire, is tempted to run a short distance to the nearest garage on a deflated tire. This drive will probably cost him several dollars a mile. The fabric, ground between the road and the tire, is injured, and the tire is ruined. A premature breaking down of the car is a very real possibility. Or, if he is not near a garage, there is the wait, sometimes long, until a service car can get to him with the spare tire, which he should have taken with him.

"A less serious accident may occur. The tire may be cut slightly. Not enough to bother with, thinks the driver, and goes on. Sand and gravel work their way between the rubber and the fabric, and by the time he gets home his casing is on the high road to ruin. These people should get in line with the preparedness world and learn the value of preparedness."

Just a Line or So

Dan Cohen, one of the best known automobile men on the Row, has gone into the motor truck business. He has made his headquarters at 122-124 Washington Street, Newark, N. J., as vice-president and treasurer of the Fulton Truck Company of New Jersey, handling the Fulton one-and-a-half-ton truck, which is made at Farmingdale, L. I.

William C. Poertner, president of the Poertner Motor Car Company, Inc., has taken the metropolitan agency for the Wasco garage heating system.

Habit Was Too Strong

Surgeon—This man's injuries are very peculiar. How did he get hurt?

Attendant—He was a chauffeur before the war, but was able to be run back to the repair base under its own power.

New Rules Segregating Traffic in Effect To-morrow

Beginning to-morrow, the new regulations announced last month by Police Commissioner Enright, segregating passenger vehicle from commercial vehicle traffic in important north and south streets, goes into effect. By the regulation trucks and other business wagons are barred from stretches of Broadway and Fifth, Madison and Lexington avenues. The following streets are to be used exclusively for passenger and private vehicles:

Canal Street, Lafayette Street to Bowery.
Lafayette Street, Duane Street to Astor Place.
Fourth Street, Lafayette Street to West Broadway.
Lexington Avenue, Twenty-third Street to 125th Street.
Vanderbilt Avenue, Forty-second Street to Forty-fifth Street.
Fourth Avenue (Park Avenue), Astor Place to 125th Street.
Madison Avenue, Twenty-third Street to 125th Street.
Fifth Avenue, Waverly Place to 125th Street.
Seventh Avenue, Greenwich Avenue to 125th Street.
Broadway, Chambers Street to 125th Street.

Trucks and business vehicles, whether drawn by horses or driven by motor or otherwise, must use the following thoroughfares:

First Avenue, Houston Street to 125th Street.
Second Avenue, Houston Street to 125th Street.
Third Avenue, Fifth Street to 125th Street.

The only exceptions to the rule of keeping trucks and business vehicles off the streets are for the following purposes:

"For the purpose of receiving or delivering merchandise or transacting any other business, drivers of vehicles may use any of the above thoroughfares in respect of class designation; provided, however, that such vehicle must enter and leave the street at the nearest intersecting street."

"These rules and regulations do not apply to the following vehicles when engaged in the performance of their duties: Fire Department, Police Department, ambulances, public service corporations, fire patrol, United States mail, military."

A diagram picturing the conditions created by Commissioner Enright's new traffic rules was published September 1 on the automobile page of The Tribune.

Don't Toot Too Much

By H. C. Brokaw

Principal, West Side Y. M. C. A. Automobile School.

There has come to be such a constant use of the horn as to make it a continual nuisance on thickly travelled streets and even on the much travelled highways in the country. And the nuisance is not from the necessary signalling to other cars or vehicles, but from the unnecessary tooting the driver does because he wants every one to know that he is coming and to understand that he must get out of the way.

Now, a certain amount of signalling is needed in driving, but it is possible to drive through the thick traffic from the Battery to Harlem without tooting the horn half a dozen times, if one is a careful and well instructed driver.

Watch other drivers and pedestrians and do not blow the horn after they have seen you or if their direction of travel is such that they will be out of your way before you reach them. If they have not seen you, sound the horn once and be ready to stop. As a matter of fact, the foot should go to the brake pedal each time the horn is blown. But if you are seen by the other person who blows the horn at all?

If one is driving along a country road and desires to pass another car going in the same direction it is customary to sound the horn once. The driver ahead may not turn his car in front of you, and so that, if needed, he may turn to the right to let you pass on the left. He is the judge as to when and where he will turn, since he can see ahead better and knows the road conditions are to be avoided. With few exceptions, he will, when signalled, immediately give way; if he doesn't—and it is fair to assume that he doesn't—the signal is to wait a moment before again signalling your desire.

One also should signal just before reaching the top of a hill, particularly if the road is narrow one, that any one coming up on the other side may know of your presence and be guided accordingly; likewise the signal should be given before coming to a crossroads, unless there is a plain view of both roads for a sufficient distance to make sure that a collision is not likely, or there is a traffic man at the intersection.

Occasionally one will catch up to a farmer's load of hay, and the signal will not be heard, and it becomes necessary to toot a number of times; but this is rare. In meeting a wagon or auto it is not necessary to sound the horn unless it is apparent that the other driver does not see you or is keeping to the crown of the road, expecting you to do all the turning out.

War Industries Board Asked That Shows Be Abandoned

B. M. Baruch, chairman of the War Industries Board, has asked that the National Automobile Chamber of Commerce have cancelled the national automobile shows of 1919 to be held during January and February in New York and Chicago, at the request of Bernard M. Baruch, chairman of the War Industries Board, and George N. Peek, Commissioner of the War Industries Board.

Going further to meet the views of the War Industries Board, the automobile industry leaders have urged promoters of local shows for automobiles, trucks or accessories to abandon all plans for such during the coming winter.

The reason given to the industry for this action by the Automobile Chamber of Commerce is a desire to cooperate with the War Industries Board in plans for conservation of fuel, labor and transportation.

The question of advisability and practicability of holding these shows both national and local, was taken up with Messrs. Baruch, Peek, Alexander, Lege and Judge Edwin H. Parker, of the War Industries Board, by Hugh Chalmers and Alfred Reeves, of the National Automobile Chamber of Commerce, and Mr. Peek strongly urged that all such exhibitions be abandoned for the winter. Mr. Chalmers presented the views of the War Industries Board to the Chamber of Commerce and Mr. Peek received from Mr. Reeves, general manager of the Chamber, a letter stating that the directors of the chamber concurred unanimously in the opinion of the board and have adopted the following resolution:

"Resolved, That the promotion of national automobile shows during the winter of 1918-19, with consequent use of transportation, fuel and labor, would be in the opinion of this board, inconsistent with the patriotic obligations of the industry, and that, therefore, national shows be suspended until further action of the association."

"Resolved, That for reasons expressed in the foregoing resolution, promoters of local and other shows be respectfully requested to suspend any automobile, truck or accessories exhibitions during the winter of 1918-19."

Further Uses for Rubber

In the construction of aeroplanes all shock absorbing devices are of rubber. According to an official of the Good-year Tire and Rubber Company, which makes everything in rubber for aircraft, steel springs are not suitable for aeroplanes, because they "kick" back when the plane is loaded. So rubber is used. Rubber is an ideal shock absorber, that it "gives" to the load and resumes its original shape gradually.

What Constitutes Pleasure?

"Ford to stop building pleasure cars" reads a Detroit dispatch. When did he ever?

Barney Oldfield Is Again Barred as Racing Driver

With winter coming on, and the fuel administration suggesting the discontinuance of automobile racing as a fuel waster, it doesn't make a whole lot of difference anyway, but Barney Oldfield has once more been suspended permanently as a racing driver. Barney, who has been in and out of the track race many a time, competed in an unsanctioned race at Springfield, Ill. Tom Alley, another driver, came under the ban for a like offence the same meeting. Earl Cooper and Al Coter are other drivers suspended, according to a recent announcement from the A. A. A. contest board.

The board also cleared the way for the "Electric" added to his fuel by Ralph De Palma in races by wiping out the requirement that fuel shall be subject to analysis by the promoter's technical committee.

Here are some records that were allowed:

Non-competitive record—One mile circular track, 1:30.4; 1/2 mile, 1:05.4; 1/4 mile, 1:05.4; 1/8 mile, 1:05.4; 1/16 mile, 1:05.4; 1/32 mile, 1:05.4; 1/64 mile, 1:05.4; 1/128 mile, 1:05.4; 1/256 mile, 1:05.4; 1/512 mile, 1:05.4; 1/1024 mile, 1:05.4; 1/2048 mile, 1:05.4; 1/4096 mile, 1:05.4; 1/8192 mile, 1:05.4; 1/16384 mile, 1:05.4; 1/32768 mile, 1:05.4; 1/65536 mile, 1:05.4; 1/131072 mile, 1:05.4; 1/262144 mile, 1:05.4; 1/524288 mile, 1:05.4; 1/1048576 mile, 1:05.4; 1/2097152 mile, 1:05.4; 1/4194304 mile, 1:05.4; 1/8388608 mile, 1:05.4; 1/16777216 mile, 1:05.4; 1/33554432 mile, 1:05.4; 1/67108864 mile, 1:05.4; 1/134217728 mile, 1:05.4; 1/268435456 mile, 1:05.4; 1/536870912 mile, 1:05.4; 1/1073741824 mile, 1:05.4; 1/2147483648 mile, 1:05.4; 1/4294967296 mile, 1:05.4; 1/8589934592 mile, 1:05.4; 1/17179869184 mile, 1:05.4; 1/34359738368 mile, 1:05.4; 1/68719476736 mile, 1:05.4; 1/137438953472 mile, 1:05.4; 1/274877906944 mile, 1:05.4; 1/549755813888 mile, 1:05.4; 1/1099511627776 mile, 1:05.4; 1/2199023255552 mile, 1:05.4; 1/4398046511104 mile, 1:05.4; 1/8796093022208 mile, 1:05.4; 1/17592186044416 mile, 1:05.4; 1/35184372088832 mile, 1:05.4; 1/70368744177664 mile, 1:05.4; 1/140737488355328 mile, 1:05.4; 1/281474976710656 mile, 1:05.4; 1/562949953421312 mile, 1:05.4; 1/1125899906842624 mile, 1:05.4; 1/2251799813685248 mile, 1:05.4; 1/4503599627370496 mile, 1:05.4; 1/9007199254740992 mile, 1:05.4; 1/18014398509481984 mile, 1:05.4; 1/36028797018963968 mile, 1:05.4; 1/72057594037927936 mile, 1:05.4; 1/144115188075855872 mile, 1:05.4; 1/288230376151711744 mile, 1:05.4; 1/576460752303423488 mile, 1:05.4; 1/1152921504606846976 mile, 1:05.4; 1/2305843009213693952 mile, 1:05.4; 1/4611686018427387904 mile, 1:05.4; 1/9223372036854775808 mile, 1:05.4; 1/18446744073709551616 mile, 1:05.4; 1/36893488147419103232 mile, 1:05.4; 1/73786976294838206464 mile, 1:05.4; 1/147573952589676412928 mile, 1:05.4; 1/295147905179352825856 mile, 1:05.4; 1/590295810358705651712 mile, 1:05.4; 1/1180591620717411303424 mile, 1:05.4; 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